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WHISKY.IS ATTAINED ONLY BY  
GREAT AGE, BEING THOROUGHLY  
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he entitled to respect. The Colonial Secretary shook hands with him. When we remember, as Mr. May would probably admit if questioned, that Chinaman Number Nineteen was almost an exact reproduction of Chinaman Number One, in all the characteristics of this conservative race, we are made to wonder whether the European had discovered adequate reason for his sterner attitude. Lineage at home is associated in our minds with some apparent development and progress in the scale of civilization. We do not give credit to heredity alone for the superior culture of VARE DE VARE. The advantages of environment secured by the highly developed mating with the highly developed, like seeking like, have to be counted in. Professor WEISMANN'S hypothesis of the continuous transmission of characteristics and tendencies via germ-cells does not ignore the influences of natural selection and environment. Mr. MAY had his full complement of ancestors all the time he was bowing before the Chinaman's opulence of progenitors, but unlike the Chinaman, he was not a collector. Fairly compared, we think Mr. MAY had ample reason to continue stiff-necked and upright before this heir to a cemetery, because such an equitable comparison would begin with the earliest parent. Then the point would be, which ancestor was the better man? All we know of the history of the two races goes to show that there the Chinaman could claim a more forward development. In that case, the lion's share of respect should go to the European, for he has gathered more moss, so to speak. He has done more with his few ancestral talents than the Chinaman with his eighteen. In the parable, it was the man with one talent who buried it. The Chinaman had buried eighteen, and was no richer than when he started. However, it is probable that Mr. MAY'S respect for the Chinese is based on more than the one hollow qualification he referred to in his little story.

SINCE the commencement of hostilities between Japan and Russia, the circulation of newspapers printed in Chinese characters has been strictly forbidden in the French Colony of Indo-China, thereby causing serious injury to Chinese newspaper interests and a quite natural irritation on the part of the large numbers of Chinese living in the French Colony who had been subscribers to newspapers published in Hongkong, Canton, and elsewhere. The excuse for such action is that the publication of war news in the Chinese papers—that is, we suppose, such news as the papers have had to chronicle of the unbroken series of disastrous defeats suffered by the Russian army at the hands of Asiatic forces whom they had previously despised—constituted when read by the Annamite population a danger to the peace and security of French interests in the Colony. We think the suppression of this news is likely to be attended with worse results than its publication, for while the French Colonial press is free to publish all the war news it receives, and while letters written in Chinese characters are presumably not detained or destroyed like newspapers at the French Post Offices without notice to the senders, the news of the Russian disasters in the field must find its way to the bazzars and possibly in the untrammelled publication of the news in the vernacular press would, we should think, tend to check exaggeration; while the total suppression of these newspapers can only result in weakening the confidence of the people in the administration, and breeding in them a spirit of suspicion and hostility. The suppression of the Chinese press is an overt act of sympathy that the ally of France doubtless appreciates, but that an enlightened, democratic, liberty-loving people like the French should adopt even more drastic methods of censorship than the autocratic not to say barbarous and brutal Government of Russia, is simply amazing.

The tennis nets have now been put up on the Cricket Ground.

Mr. C. H. Grace has been chosen as Worshipful Master Elect for Victoria Lodge.

The Russian report that General Kuroki died on October 26th is believed to be "greatly exaggerated."

German prospectors, with machinery, exploiting the diamond fields near Yachatsan, near Tchoufu, are said to have found "several good stones."

It is reported that a Chinese doctor, "Dr. Law Keem," is on his way from Chicago to Hongkong, bringing with him an American wife. It is stated that the newly married pair are to reside in Hongkong.

There was a big reception in the Chinese Pavilion at St. Louis on the 16th instant to celebrate the birthday of the Dowager-Empress of China.

Another revolution in Brazil was responsible about the 14th and 15th of the present month for the destruction of much valuable public property at Rio de Janeiro. The police, soldiers, and naval men dispersed the rebels.

Several ponies have been practicing for the high jumping contest which is advertised to take place at Harmore's circus to-night. At the evening performance to-morrow Capt. Lindo will enter the den of the forest-bred Nabulians which arrived last week.

A Shanghai Chinaman, for stealing a lady's bicycle, was sentenced to three hundred blows and a month's imprisonment. This should make "bicycle snooks" think a little; but such portable and valuable loot seems to tempt them in spite of all deterrents.

There were some remarkable decorations and demonstrations at Home on Trafalgar Day, October 21st. It was the 99th anniversary, and next year the Nelson centenary is to be celebrated in a still more noteworthy fashion. Already plans of various kinds are being discussed and prepared.

The Queen's College C.C. and St. Joseph's College C.C. played each other at cricket on Wednesday. St. Joseph's won by 35 runs and two wickets. Had the scores reached us sooner we would have been glad to publish them; but there is a limit to the age at which news is admissible.

"In justice to all concerned," we are asked to publish a reply to a pamphlet distributed in the Colony, referring to the business affairs of an Indian family. We received the pamphlet for review, and ignored it. We can do no more with its counter-blast. Justice cannot be assisted by the publication of such matter.

The *China Review* reproduces "some remarks very justly made" by this journal on a recent gambling case, "with a hope that these may prove a warning to some, and arrest a career that must assuredly end in ruin, it continued." Our contemporary states that it is aware of high play going on at Tientsin, "many young men having incurred large indebtedness."

One of the most comical results of a printer's error which have been reported for some time is recorded in the *British Medical Journal*. In Section I. (Physiology) of the British Association, a paper by Doctor Adamkiewicz with the title "Is der Krebs erblich?"—that is, "Is Cancer Hereditary?"—was on the programme. "Erblich" was misprinted "erdlich," meaning earthly, and the *Times* announced that a paper had been read by Doctor Adamkiewicz on "Is the Crab a Sea or Land Animal?"

Now that the dry season has come perhaps it would not be amiss to call the attention of the P.W.D. to the unsatisfactory state of certain roads on the higher level. The Robinson Road from the eastern end of the Conduit Road to the Babington Path is in a deplorably neglected state. The whole road is covered with sharp pebbles, and walking on it is simply a torture to the feet. The same remarks apply to the Lyttelton Road from Ravenshill to Edenhill. These roads, especially at this season of the year, are much used by those who take "congestions," and if the P.W.D. will devote a little attention to the improvement of their condition, the public will be obliged.

Mr. R. W. Hurst, formerly H.M. Consul at Pakhoi, China, wrote last month from Tonbridge: "The present sanguinary conflict is appropriately named the Battle of the Sha-ho. The name in Chinese means Sand River, but another word 'Sha,' of identical pronunciation and tone, means 'to kill,' being the word commonly used to denote slaughter. As far as sound is concerned, therefore, and leaving the written character out of the question, Sha-ho to Chinese ears might be taken to indicate 'the river of bloodshed,' a most apt designation. The coincidence strikes me as curious."

Older residents, says the *N. C. Daily News*, will regret to hear the news of the death of Mr. Edwin Underhill Smith, who passed away on the 30th of September after a lingering illness, at Islip, New York, at the age of 56. He came to China in 1865 with his father in the ship *Sam Russell*, joined the firm of Olyphant & Co., and was subsequently with Russell & Co., and afterwards a partner of the late Mr. Alexander Cashmy. He retired in 1896, but visited Shanghai again, his last appearance here being some two years ago. He was a good business man, a keen sportsman, a capital companion, and a good friend, and to the last he took a warm interest in Shanghai and his old friends here.

By kind permission of Lt.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, (Friday) evening (weather permitting):—  
March—The Echo of Bohemia. Ord Hume.  
Idyll—The Path. Moret.  
Selection—The Toccata. Williams.  
Lancers—A Greek Slave. Sidney Jones.  
Waltz—A Runaway Girl. Ivan Caryll.  
Polka—Pleasant. Green.  
Polka—God Save the King.

Menu—Hors d'Œuvre—Sliced Potatoes, Cucumbers and Tomatoes, Anchovy on Toast, Soup—Ox Tail Soup, Fish—Boiled Fish Oyster Sauce, Entrees—Brisket of Pigeon Larded and Poached, Grilled Fillet of Beef, Parsley Sauce, Sheep's Tongue on Aspic, Joint—Boast Shoulder of Tongue on Aspic, Joint—Boast Shoulder of Mutton, Roast Capon, Cold York Ham—Curry—Chicken Liver, Salad—Tomatoes and Cucumbers salad, Vegetables—Boiled Potatoes, Fried Potatoes, Beans, Stewed Onions, Sweet Plum Pudding, Jam Sponge Cake, Coffee Ice Cream, Sand Cakes.

The Tientsin papers, recording the killing of a Chinese coolie by a locomotive at the railway station, appear to have found some consolation in the statement that the victim was not a man of honest reputation.

The *N. C. Daily News* reports a "dastardly assault" on a native constable at Shanghai. Three men, "apparently Portuguese," snatched his watch, and afterwards severely maltreated him.

Music lovers in Shanghai are grumbling at what they call the wholesale "battering" of amateurs, and the inadequacy of local newspaper criticism. All the papers are publishing letters on the subject. Amateur critics are not confined to newspaper staffs, nor is music their only theme.

We have received a letter calling attention to a really serious omission at the Public Gardens, in view of the large number of children who frequent them every day. The letter is not quite suitable for publication, but our correspondent may be satisfied to learn that it has been forwarded to the proper quarter.

H.E. Viscount Yuan has memorialized the Throne concerning the postponement of the proposed Government spinning and weaving factory in Tientsin. In the winter of 1902, says the *Peking official Gazette*, Yang Chong-lien was ordered to vacate his post as Salt Commissionaire at Changfu and was appointed Director-General of the above mentioned factory and commanded to proceed to the Southern provinces and obtain the necessary capital for the undertaking. But owing to the increased poverty of the people and the present war, only a small portion of the necessary funds has been procurable, and it is therefore proposed to postpone the establishment till such time as peace is restored.

We learn by the last Mail from Hongkong that orders for clothing and blankets on Japanese account have been so large in the principal wool centres of England that shippers have difficulty in getting prompt delivery. This delay is of some importance just now, as it is desirable, both for shippers and underwriters, to get these consignments away before the Russian Baltic Fleet gets far enough south to be troublesome. It is likely that shipments in steamers shortly leaving for the Far East will in some cases be very heavy, and the more prudent underwriters are limiting their war risk lines severely. When the rush comes rates will almost certainly advance rapidly. The uncertainty as to the immediate future is also causing many of those who are not speculatively inclined to accept no risks except on cargo for prompt sailing. While precautions are taken to consign doubtful cargo to neutral ports in the Far East and to neutral consignees, yet we are likely to see numerous seizures on suspicion.

## CRICKET.

A match will be played on the Cricket Ground to-morrow, commencing at 11.30 a.m. between the "Longs" and "Shorts." Members desiring to take part are requested to write their names in the match book at the Pavilion.

## FOOTBALL.

WEST KENTS V. H.M.S. "VENGEANCE."

The following are the teams who contested this match:—  
West Kents: Watling, goal; Thomson and Falshaw, backs; Hibbert, Edwards and Cork, halves; Ogle, Clements, Terry, Porter and Laurel, forwards. Vengeance: Marchant, goal; Brown and Gordon, backs; Morris, Plummer and Cornick, halves; Revel, Keywood, Burness, Gilbert and Ramsay, forwards.

This game was a most exciting one, and the new arrivals proved themselves adepts in the main game of football. Their goalkeeper was an excellent man between the posts, and for a long time stayed off defeat. Up till about three minutes before the call of time no score had been made, but during this three minutes the Vengeance were successful in scoring two goals.

During the first half the defence for both teams played very strongly. The players showed good staying power, and there were very few breaks away. The passing of the naval men was, if anything, a little superior to that of their opponents.

Half-time: West Kents, nil; Vengeance, nil.

The wind being in their favour in the second half, it was expected that the soldiers would have a win. The sailors, however, pressed them hard, and made several breaks away. They had two or three shots for goals, but could not get past the very good goalkeeper. After considerable scrambling round the goal Keywood managed to shoot the ball into the corner of the net. Closely following on this, Ramsay worked the ball down, and it was again screwed between the posts just as the whistle blew amidst great cheering.

Result: Vengeance, 2; West Kents, 0.

R.G.A. V. H.M.S. "TAMAR."

The contesting teams were as follows:—R.G.A.: Spenny, goal; Duley and Smith, backs; Fairless, Ward and Copper, halves; Wilks, Johnson, Rivers, Gibbon and Browning, forwards. Tamar: Brookman, goal; Wright and Thomson, backs; Soper, Rowley and Bateman, halves; Ridley, Skipton, Bartlett, Taylor and Denman, forwards.

This game started off in favour of the R.G.A., but the sailors gradually warmed to the work, and pressed their opponents hard. Each team had scored one goal at half time, Ridley of the Tamar, and Rivers of the soldiers, being the kickers.

The second half was evenly contested, but just before the call of time Skipton was successful in putting the leather through the posts for the Tamar.

Result: Tamar, 2; R.G.A., 1.

## TELEGRAMS.

[REUTER'S SERVICE.]

## THE EXCLUSION OF JAPANESE LABOUR FROM AMERICA.

LONDON, 22nd November. The American Federation of Labour in San Francisco has unanimously resolved in favour of the exclusion of Japanese in the United States and Insular possessions. Congress will be petitioned to pass an exclusion law.

## THE WAR.

(From Northern Papers.)

## THE SHAHO FROZEN.

CHINCHOW, 15th November. The river Sha has frozen over, the ice being four or five inches thick. The Japanese advance post crossed the Shaho on foot on the ice. Thereupon the main force of infantry and cavalry can now cross the river without difficulty, and even the Japanese gun carriages can be carried over the river. A large battle is imminent.

## COLD WEATHER AT MUKDEN.

CHINCHOW, 15th November. The weather became intensely cold in and around Mukden, and it is 39 degrees during the day. The Russians in the camps at Lukwantung and Hsuehpu are suffering from cold.

## THE MISSING RUSSIAN COMMANDER.

SHANGHAI, 16th November.

The Japanese Consul-General has written to the Shanghai Taotai to the following effect:—On the 18th instant the Japanese Consul-General was informed by the Taotai that Russian naval officers and men arrived in Shanghai on the 5th November from Cheloo, and they were removed on board the Russian warship *Mandjour*, and that the Russian Commander of the *Rieser*, *Iselin* is still missing and that Yuan Taotai is still in negotiation with the authorities concerned as to the whereabouts of the missing commander, both at Cheloo and Russian Consulate-General in Shanghai. Japanese Consul-General thinks it a serious matter and Chinese authorities are responsible in the matter. The Japanese foreign minister has ordered Japanese Consul-General to request the Chinese authorities to explain the circumstances in detail and also to order the captain of the steamer *Voroneys* to explain how and when as well as where the Russian Commander made his flight, and at the same time it is desired that the Chinese authorities will not allow a similar incident regarding the other Russians who are detained in Shanghai by taking the utmost precautions, or the matter will become very serious.

## CANTON REGATTA.

The V. R. C. and Boat Club crews left for Canton last night. The first race, International Fours, commences at one o'clock this afternoon. Two crews compete in this event, an English crew and a German crew. No. 2 is a canoe race; No. 3, Interport Pair Oars (One V. R. C. crew, one Hongkong Boat Club crew, and two Canton Rowing Club crews); No. 4, Single Scull Juniors; No. 5, Single Scull Seniors; No. 6, Hong Pair Oars. Second Day—No. 1, Interport Double Sculls; No. 2, Junior Fours; No. 3, Grand Challenge Contest (Interport Senior Fours); No. 4, Ladies Fours.

## THE AMATEUR DRAMATIC CLUB.

Last night the Amateur Dramatic Club again scored a signal success on their production, for the fourth time, of the popular opera "Dorothy." The house was comfortably filled, and that the audience was fully appreciated was amply testified by the unbounded applause it accorded the artists whenever the opportunity presented itself. It was good, but the absence of several members of the chorus had a noticeable effect. The songs were adequately rendered by the soloists, some of whom by the way were apparently suffering from the effect of the present spell of cold weather. The orchestra also, under the able directorship of Mr. A. G. Ward, fully maintained its reputation. Everything considered, last night's performance was all that could be desired, but we trust that with so able a combination of talent we shall before long have the opportunity of seeing some piece more worthy of their efforts.

"Dorothy" is to be performed again on Saturday and Monday evenings, the 26th and 28th respectively.

## CHINESE IN FOREIGN DRESS.

We had a visit, says the *Peking & Tientsin Times*, from a Chinese gentleman, a native of Chekiang, a few days ago, who was dressed faultlessly in foreign clothes. A servant ushering him in introduced him as a Japanese, and intimately as we are acquainted with the Japanese we should certainly have pronounced him as belonging to that country, the impression rather deepening with the progress of our conversation. May there not in these days be many Chinese travelling about the country with close-cropped hair and excellent foreign clothing who are styled "Japanese" because they are, judging by appearances, not Chinese? In this instance the Chinese, like ourselves, were misled, and when we remember that many of the middle and lower class Chinese have no hesitation in discarding the dress of their forefathers, it seems possible that much that is attributed to Japanese in various parts of the country may be really done by pure-blooded Chinese in foreign clothes.

## MR. TSE TSAN TAI AND THE ARCHEOLOGISTS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 24th November.

SIR,—I have read with interest and no little amusement your leader of the 24th inst. re my letter to the *Times*. It exhibits considerable bias, and the writer fails to understand or purposely refuses to recognize the true object of my appeal.

The insinuation that my letter is symptomatic of Hongkong's influence in encouraging the "Europeanisation" of China is uncalled for, and I consider it an unfair attempt to belittle the Chinese who have been educated in this Colony.

I was born and educated in Australia. I am not sentimental or superstitious, and neither do I believe in the demoralizing and absurd custom of "Fengshui" of the Chinese, which is one of the chief obstacles in the way of China's material and spiritual progress and advancement.

Having said so much, it is unnecessary for me to reply to other remarks in the leader.

Yours truly,

TSE TSAN TAI.

## THE FORTHCOMING REGATTA.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—As no relevant reply to my former letter has been received I may perhaps be allowed to call attention to the following condition laid down by Mr. May for the Hongkong Challenge Cup.

(2) Race to be rowed in four oared boats at the Annual Regatta held in Hongkong subject to such conditions, always excepting the special condition hereinafter provided, as the committee for the time being which promotes such Regatta may decide.

(3) The boats to be used in the race must be similar in type and construction, and must be passed as proper to be so used by the committee referred to in condition No. 2.

(4) Any club or unit of His Majesty's forces in Hongkong which is represented in any competition for the cup must, if required thereby by the committee referred to above, place at the disposal of any other competing crew or crews any spare boat or boats proper to be used in the competition that it may possess and upon such terms and conditions as the committee may decide.

(5) In case of dispute as to allocation of boats among competing crews the committee above referred to may apportion the available boats belonging to the clubs or units of His Majesty's forces that intend to compete by lot among the competing crews.

These conditions may be compared with that put against the race on the programme, "The boats to be the property of the club or unit competing," remembering that the V. R. C. have built a boat dissimilar and superior to any other in Hongkong, and which they cannot use in their Club races because it is dissimilar. I wish to call attention to the above facts as it is contended that the conditions of the race have not been altered by the V. R. C. It is open to the crews competing to protest against the new boat, whether in their race or any other. The question as to whether I am a sportsman or not is not material. I wish to see the crews meet on fair and equal terms as in the conditions set out by Mr. May.—Yours, etc.

C. H. GALE.

## DANGERS OF THE RUSSIAN VOYAGE.

It may be assumed, says the *Pail Mall Gazette*, that all the way to the Cape and then onward rendezvous have been fixed at which colliers and supply ships will be in waiting to meet the needs of the ships of the Baltic fleet. The fleet, even if no mishaps occur, has a voyage of eighty or ninety days before it—presuming it maintains a continuous speed of about twelve knots. If, however, there are to be frequent stoppages for coal and stores, this time will be greatly exceeded. Moreover (the *Telegraph's* naval correspondent points out), a great collection of ships under the control of officers and men cannot fail to experience breakdowns.

Even in a British squadron during a long cruise stragglers will fall behind, and consequently the rendezvous will be not only necessary for meeting the needs of the fleet in matters of fuel, but such stoppages must be enforced in order that the admiral in supreme command may collect his forces. He will receive reports of essential repairs which must be undertaken immediately, and he cannot avoid endless delays from one cause and another, particularly as the ships, as has been explained already, are manned by scratch crews above deck, and also in the engine-rooms.

The fleet has with it a repairing ship that is practically a floating workshop, a type of auxiliary introduced into the British fleet some years ago. The *Kamchatka* is fitted with all possible facilities for effecting repairs required by "lame ducks."

Never before has the world witnessed such a supreme effort to wrest victory from defeat. The ships have gone forth to war, and on their fate hangs the naval prestige of Russia. The dockyards have been swept clean of all ships fit to sail, and from the moment that the vessels pass into the Atlantic Russia, for the time being, ceases to be a European naval power. Into the vortex of the conflict in the Far East the Tsar is casting practically all the capital which the country has invested in available men-of-war—roughly, about £12,000,000.











# WINE AND SPIRIT MERCHANTS. HONGKONG.

WILL OPEN THEIR OFFICE ON THE 1ST OF

DECEMBER, AT

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR

(W. POWELL &amp; Co.'s OLD PREMISES).

## TO LET

## TO LET.

THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL (opposite the General Post Office). Rooms are light, spacious and well ventilated, 13 in number, besides Kitchen, Pantry, Bathrooms, and Servants' Quarters &c., at a very moderate rent. Immediate Possession.

Apply to—  
WONG CHU SANG,  
Care of Yee Sang Fat & Co.,  
34, Queen's Road Central,  
Hongkong, 17th November, 1904. [2700]

## TO LET.

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.

Apply to—  
JARDINE, MATHESON & CO.,  
Hongkong, 8th August, 1904. [1177]

## TO LET.

FINE LARGE STORE, in Queen's Road Central (Best Part).

Apply to—  
Care of Daily Press Office,  
Hongkong, 6th September, 1904. [2101]

## TO LET.

NO. 1, RIFON TERRACE (in FLATS).

A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course. FLATS in MORETON TERRACE, facing the Polo Ground. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE'S PIER). GODOWNS; PRAYA EAST.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,  
Hongkong, 29th June, 1904. [175]

## TO LET.

FURNISHED ROOM, with Board, from date; Tennis Court attached; near Kowloon Ferry, Kowloon.

Apply to—  
C. L.,  
Care of Daily Press Office,  
Hongkong, 5th October, 1904. [2375]

## TO LET.

3RD FLOOR, suitable for Office.

Apply to—  
WING CHEONG,  
35, Queen's Road Central,  
Hongkong, 3rd June, 1904. [74]

## TO LET.

NO. 18, HOLLYWOOD ROAD (8 Rooms) with Kitchen, Bathrooms, and Servants' Quarters.

Apply to—  
H. M. S. H. ESMAIL,  
4, Hollywood Road,  
Hongkong, 16th August, 1904. [199]

## TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—  
HUMPHREYS' ESTATE & FINANCE CO., LD.,  
Hongkong, 21st June, 1904. [2350]

## TO LET.

TWO FURNISHED ROOMS in a Private House in Kowloon, either separately or together, with or without Board.

Apply to—  
M. N.,  
Care of Daily Press Office,  
Hongkong, 17th November, 1904. [2710]

## TO LET.

NO. 1, STEWART TERRACE, the Peak.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,  
Hongkong, 28th March, 1904. [865]

## TO LET.

NOS. 17, 19 & 21, SEYMOUR ROAD.

Nos. 6, CASTLE ROAD.  
Nos. 74, CAINE ROAD.

Apply to—  
COMPTON DEPARTMENT,  
Nippon Yusen Kaisha,  
Hongkong, 17th September, 1904. [430]

## TO LET.

A SUITE OF TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE,  
Secretary,  
Hongkong, 4th June, 1904. [1417]

## SCIENTIFIC MISCELLANY.

COLOUR OF EYES—DISK FROM MAGAZINE EXPLOSIONS—READY TEMPERING—CELLULOSE COTTON—DEEP MINING—THE BEST EGGS—FRESH GRAPES ALL WINTER—GUN EROSION—TIN FROM WASTE—COPPER PAINT FOR SHIPS.

The novel theory that the difference in the colour of people's eyes is a protective adaptation to surroundings comes from Prof. Wallace of Kimberley, South Africa. Natives of regions where blue light is predominant—Swedes, Norwegians and sailors, for instance—have blue eyes, while near the equator or in sandy lands like South Africa, where intense yellow light is experienced, the eyes take a rich dark yellow hue, as those of the Kafirs and Malays, Italians and Spaniards. Generally speaking, the Scotch have blue, the English gray, and the French dark eyes.

From experiments in Belgium, Leon Thomas gives reassurance to dwellers a few miles away from stores of high explosives. Various quantities of dynamite up to a ton were exploded, and the destructive effects were confined to radii of 50 to 500 feet, leading to the conclusion that the greatest store of explosives that could be collected would not endanger life or substantial buildings beyond 100 to 500 yards. Further away up to 3,000 yards, an explosion would give a return shock, with no more serious injury than broken windows or dislodged tiles.

In the new process of D. Engels, carbon for hardening iron and steel is obtained from carbides and certain fluxes. A mixture of silicon carbide and sodium sulphate, for example, is applied to the cold metal, and then heated to redness with it, the reaction being so rapid that an eighth-inch steel plate is made to resist the best tempered steel tools on one side while the other side remains wholly soft.

Last year's hydrophobia statistics at the Berlin institute show that of 281 persons inoculated at once on being bitten by a mad dog, 1½ per cent died; of those treated medically, 6 per cent; and of those not treated, 11 per cent.

Artificial cotton is now made from various woods, as from pine in Bavaria and from fir in France. In the French process, the wood, freed from bark and knots and pulverized by a special machine, is steamed ten hours in a horizontal brass lead lined cylinder of 3,000 cubic feet capacity, after which 2,000 cubic feet of a bisulphate of soda wash is added and the whole is heated thirty-six hours under a pressure of three atmospheres. The fibre, thus made very white, is then washed and ground by a series of strong metallic meshes, after which it is given electro chemical bleaching by chloride of lime. The mass is dried between two powerful rollers. The resulting pure cellulose is reheated in a tight metal boiler with a mixture of chloride of zinc and hydrochloric and nitric acids, to which is added a little castor oil, casein and gelatine to give resistance to the fibre. The very consistent paste produced is drawn into threads through a kind of drawplate. The threads are passed over gummed cloth, then immersed in weak carbonate of soda solution, dried between two slowly turning cylinders, and finally given solidity by an ammoniacal bath.

The deepest mining-shaft has been sunk to a little more than a mile in Cape Colony, and the deepest bore-hole has reached about the same depth in Silesia. The Hon. C. A. Parsons contends that there should be no insurmountable difficulty in carrying a shaft down twelve miles. An approximate estimate has shown that to reach a depth of two miles the cost would be \$2,500,000, ten years would be required, and a rock temperature of 122 deg. F. would be found, while to penetrate twelve miles would cost \$25,000,000 and would take eighty-five years, the rock temperature expected being 272 deg.

Brown shelled eggs have been thought so much better than white ones that the shells are now artificially coloured. A recent medical writer, however, declares that there is probably no nutritive difference between eggs naturally brown and white, but that deep coloured, almost reddish, yolks indicate richness in iron and eggs of much greater nutritive value than those of pale yellow yolks laid by anemic, town-kept hens.

The curious new French method of preserving grapes depends upon cutting so that five or six inches of vine is left attached to each fine bunch. The piece of vine-stem is inserted in a wide mouthed bottle filled with water, and the grapes hang outside without touching the bottle. The bottles are placed on large racks in a cellar, where, water being supplied daily to replace evaporation loss, choice table grapes are kept fresh and perfect throughout the entire winter. The process is expensive, but there are said to be customers for the grapes at \$2 or more a pound at certain times in the year.

Nitroglycerine powders are stated to have a combustion temperature above the fusing point of steel. This causes very rapid erosion of heavy guns, for at each discharge a thin layer of the bore is actually fused and carried away. Nitrocellulose compounds, such as are used by the United States Government, have a much lower combustion temperature, American guns for this reason being much less affected in action than British guns.

The recovery of tin from old cans and scrap plate has been a subject of much experiment, and is already developing into an important industry among the thrifty Germans. They now treat waste tin plate at eight factories, by electrolytic methods reducing 30,000 tons annually. Much old tin is sent from the United States to Germany, and some years ago the price of scrap tin in New York reached \$5.00 a ton. Yet the scrap contains only 3½ per cent. of tin.

A novel method of giving an antifouling coating to a ship's bottom is the subject of a recent patent. Quick-drying paint is first applied, then copper powder is blown into it and the surface is burnished, after which the application of still finer copper is continued until a complete surface of copper results.

## GERMANY AND KIAOCHAU.

The leased territory of Kiaochau is on an entirely different footing from the other German Protectorates, and is mainly a naval station for the German Squadron in the Far East. As Mr. J. B. Whitehead, Counsellor to His Majesty's Embassy at Berlin, explains in his annual report on the German colonies, it consists of the harbour and town of Tsingtau and its environs, which are directly administered by the German authorities, and connected with which are certain treaty rights and privileges over the whole province of Shantung. The administration of Kiaochau is exercised by the German Admiralty, and not by the Colonial Department of the Foreign Office; and Herr von Liebert states that this has been a fortunate dispensation for the Protectorate, as the Admiralty does not show the diffidence in dealing with the Imperial Parliament which is characteristic of the Colonial Department. The result is that Kiaochau since its occupation cost the Imperial Treasury almost as much per annum (\$26,000) as all the other German colonies taken together, but that on the other hand the advance made has been most striking. Kiaochau has in fact developed with surprising rapidity; the Shantung railway has now reached Tsingtau, the capital of the Province of Shantung, and has opened the productive coal-welds in that neighbourhood, thus diverting the trade of the province from Chefoo to the German port.

By the construction of a breakwater, which is to be 1½ miles in length, when completed, an excellent inner harbour has been created, in which the largest vessels can lie alongside the quay and load directly from railway trucks; a whole quarter of European villas has been created, and two new Chinese towns have come into existence in its vicinity. On the outer beach a large hotel has been opened for the reception of summer residents from Hongkong, Chefoo, and Shanghai. In 1902-03 the trade of the port had increased by 100 per cent. as compared with that of the preceding year. The system of land tenure by which the township was to be leased for 99 years was first introduced in 1898. According to it was first established in 1898. According to it was first established in 1898. According to it was first established in 1898.

In April, 1903, the General German laws regulating land tenure were introduced in the Protectorate, and consequently this system, which was not consonant with them, had to be abolished. In order, however, to prevent speculative purchases, and consequent waste of useful land, an arrangement was made by which a purchaser who failed to build on or otherwise use the land bought, this again, was found inconvenient because it curtailed the purchaser's borrowing power, and a new scheme has consequently been worked out, according to which a purchaser of land shall within the time allowed for the construction of buildings or other utilisation of the ground pay 6 per cent. land tax, after that period 9 per cent. after three years more 12 per cent. and so on till a maximum of 24 per cent. is reached. As soon as the approved plan of utilisation has been executed the land tax will again fall to 6 per cent. This scheme has been accepted by the landowners, and seems to afford sufficient security against purchases merely intended as a speculation on rise in value. The Government continues to purchase land from Chinese owners without encountering difficulties. In the year under review about 484 acres were bought by the Government mostly for purposes of forestry and similar objects, the sales to Europeans for building purposes amounting to about 37 acres. When land originally purchased from Government is resold by the first or a later owner, one-third of any undiminished increase in value is claimed by the State.—Globe.

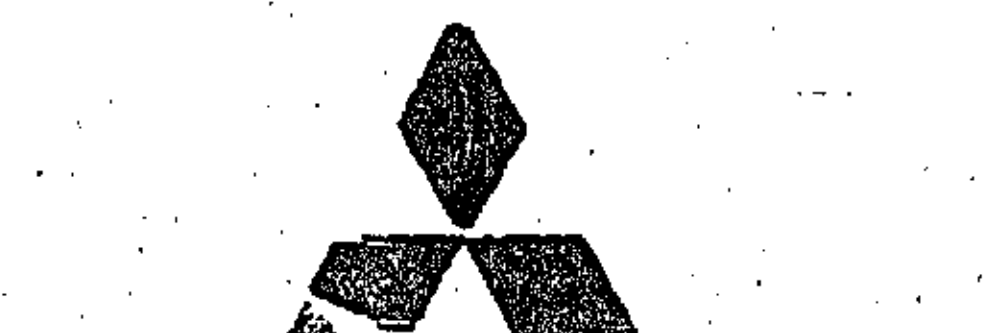
## THE JOYFULNESS OF FOLLY.

What a pleasant thing is folly! Only those who know very little, or (better still) nothing at all, appear entirely happy. For whereas a fool sincerely believes that he knows everything, a wise man is by constant prompts reminded that he knows very little. But stay! There is something wrong here. This philosophy won't do. Is ignorance, after all, really happiness? True, a very old proverb assures us that "it is folly to be wise," but, like most proverbs, we suspect that this one must not be taken too literally. A certain miser when young buried a hoard of gold in a secret place, intending to dig it up for use when he grew old; but his miserly spirit prevented him from ever believing that he was sufficiently old to need it, though he lived to a great age. As a matter of fact, the miser was observed burying his gold by a man who dug it up and made off with it. The miser next day, but the miser never knew this. Here, now, was a case of ignorance being bliss. But for every once that "ignorance is bliss" it spells ruinous disaster a thousand times. In piping times of peace and prosperity the foolish jog along joyfully; but warfare, whether military or commercial, sorts into two camps the foolish and the wise. Sickness does the same thing with even greater exactitude. Most of us have been sick in the course of our lives, and all of us must be. But, unfortunately, not all of us have the good fortune to be told—as Mr. David Brown, of 29, Albany Street, East London, Cape Colony, was—what is best to do at such a time.

Said Mr. Brown on 23rd May, 1904: "For the last six years I have suffered from kidney trouble. It appeared first when I was living at Los Angeles, California, U.S.A. During five of those years I was attended by several doctors, but never benefited much for all their treatment. But better things were in store for me when I left Los Angeles to take up a position in East London, S.A. While staying at a boarding house here, a discussion took place among the boarders on the subject of different complaints and the best means of curing them. One of the boarders recommended me to try Mother Seigel's Curative Syrup. 'It is a sure remedy for your complaint,' he said. 'Messrs. A. J. White (Colonial) Ltd., corner of Princes and Bisset Streets, Port Elizabeth, Cape Colony, are its proprietors in this country, but you can obtain it almost anywhere.'"

"My chance companion proved a friend indeed. I acted upon his advice, with the result that to-day I am a sound, healthy man. I had not taken the Syrup long before the kidney trouble began to abate. Indeed the medicine seemed to permeate my whole system not only entirely eradicating my complaint but invigorating me generally. I never miss an opportunity of recommending it."

A large number of people in every country resemble Mr. Brown in cherishing a feeling of gratitude for the good they have derived from Mother Seigel's Syrup. A goodly proportion of them have been cured by it of indigestion. Here is one, taken at random—Mr. Robert Jones, of 163, President Street, Johannesburg. On 21st May, 1904, Mr. Jones wrote thus: "For a long time I suffered from an acute form of indigestion, and tried nearly every medicine in the market, but quite without avail until I came to Mother Seigel's Syrup, which speedily gave me the relief I had so long vainly sought. No; the joy that folly can bestow will not bear examination. If that were not so, happiness would be almost universal." [63]



MITSUBISHI GOSHI-KWAISHA  
(MITSUBISHI CO.)

## COAL DEPARTMENT

MARUNO-UCHI, TOKYO.

Cable Address: "IWASAKI,"

which applies to all Branch Offices and Hongkong and Shanghai Agencies.

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MANAGER, MITSUBISHI CO., with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENTS:—

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. TEFERINS.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway; Sanyo, Kinshu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinaw, Namazuta and Kami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzen Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 26th April, 1904. [11]

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest.

Profusely Illustrated, descriptive of the people, Customs, &amp;c., of the Far East.

The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of a sterling merit of the publication.

Price

On Sale at "NORTH CHINA HERALD OFFICE, Shanghai;

MESSRS. KELLY &amp; WALSH

Hongkong;

and all leading Booksellers in the Far East

Hongkong, 3rd February, 1903.

報新外中港香

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Documents translated from or into Classical or Colloquial Chinese.

## INSURANCES

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.  
Hongkong, 1st January, 1904. [105]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [9]

## NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates. Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO.,  
Agents.  
Hongkong, 23rd September, 1903. [267]

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1903

£16,898,650.

I. AUTHORIZED CAPITAL... £5,000,000

SUBSCRIBED CAPITAL... 2,750,000

PAID-UP CAPITAL... 687,500 0 0

II. FIRE FUNDS... 3,956,961 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 18th June, 1904. [1838]

## THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.,  
Hongkong 23th April, 1904. [1121]

## HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

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The only office in China having European taught workmen. Equal to Home work.

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PRINTING.

"DAILY PRESS" OFFICE.

Proofs read by Englishmen.

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Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sail-makers, &amp;c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG &amp; CO.,

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## THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.  
ALEXANDRIA & CAIRO, EGYPT.  
FINEST EGYPTIAN CIGARETTES.

TRADE MARK.

LOTUS,

Large Size \$5.00 per 100

Gold Tippee Medium Size

\$3.75 per 100

ZAFAR,

Large Size \$4.60 per 100

Medium Size \$4.20

KARIM,

Large Size \$3.75 per 100

Medium Size \$3.50

TABAT,

Large Size \$3.00 per 100

Medium \$2.75 per 100



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KRUSE &amp; CO., CONNAUGHT HOUSE.

ARNHOLD, KARBERG &amp; CO.

LARGE STOCK

OF

LIGHT

RAILWAY

MATERIAL.

Hongkong, 1st October, 1904.

a33



## SHIPPING.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

**ARRIVALS.**  
CLAM, British str., 2,364, Evans, 24th Nov.,  
Balik Papan 15th November, Liquid Fuel.  
—Arnold, Karberg & Co.  
GERMANIA, German str., 538, H. Flugel, 23rd  
Nov., Kiel 20th Sept., Siemens & Co.  
HAI PINO, British str., 1,237, Grey, 23rd Nov.,  
Haiphong 21st November, Rice.—A. R.  
Marty.  
KWANGLEE, Chinese str., 1,460, Lincoln, 24th  
November, Canton 23rd Nov., General.  
Chinese.  
TWEED, British gunboat, 362, R. H. Keate,  
23rd Nov., Shanghai 19th Nov.  
VESTAL, British ship, 980, Stuart St. J.,  
Faqihar, 23rd Nov., Shanghai 14th Nov.

**DEPARTURES.**  
AT THE HARBOUR MASTER'S OFFICE.  
24th November.  
Carl Diederichsen, German str., for Hoibow  
Rogabari, German str., for Pakhoi.

**DEPARTURES.**  
24th November.  
CHANGSHA, British str., for Kobe.  
CHILLY, British str., for Swatow.  
GISELA, Austrian str., for Yokohama.  
HAILONG, British str., for Haiphong.  
HONGKONG, French str., for Haiphong.  
JACON DIEDERICHSEN, Ger. str., for Haiphong.  
MAUSANG, British str., for Saadkan.  
NEEDLES, British str., for Samarang.  
P. E. FRIEDRICH, German str., for Shanghai.  
ST. EGBERT, British str., for Calcutta.  
ZAFIRO, British str., for Manila.

**VESSELS IN DOCK.**  
23rd November.  
ABERDEEN DOCKS.—  
ROWLTON DOCK.—U.S.S. Fathomer, Hanai,  
Pencil, Heungghon, Tean, Agincourt, S.M.S.  
Pencil Bismarck.  
COSMOPOLITAN DOCK.—

**VESSELS PASSED ANJER.**  
Nov. 1, British man-of-war, Eurydice, from  
East.  
Nov. 2, Dutch str., Salak Sharp, Nov. 2, from  
Batavia for Rotterdam.  
Nov. 4, British str., Latham, Wright, Nov. 3,  
from Christmas Island for Singapore.  
Nov. 1, Dutch str., Malang, Klein, Sept. 24,  
from Rotterdam for Batavia.  
Nov. 4, Dutch str., Boger, Adam, Nov. 4,  
from Batavia for Rotterdam.  
Nov. 5, British str., Latham, from Durban  
for Hongkong.  
Nov. 7, Dutch str., Ardyeno, De Boer, Oct. 1,  
from Rotterdam for Batavia.  
Nov. 8, Norw. barge, Heron, Larson, Nov.  
6, from Batavia for Padang.  
Nov. 9, British str., Custer, Campbell, July  
23, from New York for Anjer.

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG,  
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SEA, BLACK SEA, LEVANT, VENICE and  
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THE Company's Steamship

"MARIA VALERIE."  
Captain Berberovich, will be despatched as above  
TO-DAY, the 25th inst., P.M.  
For information as to Passage and Freight,  
apply to  
SANDER, WIELER & CO.,  
Agents,  
Princes' Buildings,  
Hongkong, 2nd November, 1904.

STEAMSHIP SERVICE TO NEW YORK  
VIA PORTS AND SUEZ CANAL.

THE Steamship  
"KENNEBEC"  
will be despatched as above on the 26th inst.,  
instead of as previously advertised.  
For Freight or further information, apply to  
STANDARD OIL COMPANY  
OF NEW YORK,  
Oriental Freight Department.  
Hongkong, 12th October, 1904. [2439]

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI KOBE AND  
YOKOHAMA.

THE Company's Steamship  
"TOKIN."  
Captain Schmitz, will be despatched for the  
above ports on or about MONDAY, the 28th  
inst.  
For Freight or Passage, apply to  
L. BRIDOU,  
Acting Agent.  
Hongkong, 22nd November, 1904. [2]

JAVA-CHINA-JAPAN L.I.N.  
FOR BATAVIA, CHERIBON, SAMA-  
RANG, SOERABATA & MACASSAR,  
(taking cargo to all ports in Netherlands India  
on through Bill of Lading).  
THE Steamship

"TJILATJAP."  
Captain Koops, will be despatched for the  
above ports on or about WEDNESDAY, the  
30th inst.  
For information as to Freight and Passage,  
apply to the  
Head Agent of the  
JAVA-CHINA-JAPAN L.I.N.,  
(Alexandra Buildings, 3rd Floor).  
Hongkong, 23rd November, 1904. [2739]

FOR CANTON.

THE new and fast Twin-Screw Steamer  
"SAN CHEUNG."  
951 Tons, Captain J. McGinty, will leave for  
Canton at 9 P.M. on SUNDAYS, TUES-  
DAYS and THURSDAYS and return to  
Hongkong on the following days, leaving Canton  
at 5 P.M. Excellent accommodation, electric  
light and perfect cuisine. Wharf at Hongkong  
near Harbour Office.  
First-class Fare, \$3 each way. Second-  
class, \$1.50 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
CHEUNG ON STEAMBOAT CO., ED  
No. 147, Connaught Road Central.  
Hongkong, 15th March, 1904

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	SIMLA	Brit. str.	1 m.	F. R. Summers	P. & O. S. N. Co.	On 3rd Dec., at Noon.
AMSTERDAM, LONDON & ANTWERP.	TELEMACHUS	Brit. str.	1 m.	Young	BUTTERFIELD & SWIRE	On 6th Dec.
AMSTERDAM, LONDON & ANTWERP.	DIOMED	Brit. str.	1 m.	E. Dahl	BUTTERFIELD & SWIRE	On 20th Dec.
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	k. w.	Schoenfeldt	MELCHERS & CO.	On 7th Dec., at Noon.
HAYRE, BREMEN & HAMBURG	SEGOWIA	Ger. str.	k. w.	Jaburg	HAMBURG-AMERIKA LINE	On 28th inst.
HAYRE, BREMEN & HAMBURG	SENEGAMBIA	Ger. str.	k. w.	Forst	HAMBURG-AMERIKA LINE	On 19th Dec.
HAYRE & HAMBURG	ARMENIA	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINE	On 27th Dec.
HAYRE & HAMBURG	C. FRED. LAEISZ	Aus. str.	k. w.	Borberovich	HAMBURG-AMERIKA LINE	On 16th Jan.
TRIESTE, &c. VIA SINGAPORE, &c.	MARIA VALERIE	Brit. str.	1 m.	J. Melchior	BUTTERFIELD & SWIRE	To-day, P.M.
GENOA, MARSEILLES & LIVERPOOL	DARDANUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th Dec.
NEW YORK, VIA PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	1 m.		STANDARD OIL CO.	On 28th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	BREIZ-IZEL	Brit. str.	1 m.		STANDARD OIL CO.	About 6th Dec.
NEW YORK, VIA PORTS & SUEZ CANAL	ST. HUGO	Brit. str.	1 m.		DODWELL & CO., LD.	About 30th Dec.
NEW YORK VIA SUEZ CANAL	CLAUDEDALE	Brit. str.	2 m.	H. Fybus, E.N.R.	SHEWAN, TOMES & CO.	About 14th Dec.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	On 30th inst.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 17th Dec.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.	KRENTON	Brit. str.	1 m.	F. G. Parington	DODWELL & CO., LIMITED	On 13th Dec., at Daylight.
VICTORIA (B.C.) & TACOMA VIA JAPAN	PERIALES	Brit. str.	1 m.	Schmidt	PORTLAND & ASIATIC S.S. CO.	On 10th Dec.
PORTLAND, OREGON	ARAGONIA	Brit. str.	1 m.	Moore	BUTTERFIELD & SWIRE	On 14th Dec., at Noon.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	1 m.	Ellis	GIBB, LIVINGSTON & CO.	On 8th Dec.
AUSTRALIAN PORTS	EASTERN	Brit. str.	1 m.	D. Lenz	MELCHERS & CO.	About 1st Dec.
BUSEBANE & SYDNEY VIA NEW GUINEA	PRINZ SIGISMUND	Brit. str.	1 m.	C. J. Denton, R.N.R.	P. & O. S. N. Co.	To-day.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SOOTRA	Brit. str.	1 m.	Malkin	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	WHAMPOA	Brit. str.	1 m.		JARDINE, MATHESON & CO.	On 27th inst., at Daylight.
SHANGHAI VIA SWATOW	WOSANG	Brit. str.	1 m.	Schmitz	JARDINE, MATHESON & CO.	About 28th inst.
SHANGHAI, KOBE & YOKOHAMA	KWONGSANG	Brit. str.	1 m.	G. Phillips	MESSAGERIES MARITIMES	About 2nd Dec.
SHANGHAI	TOKIN	Brit. str.	1 m.		P. & O. S. N. Co.	To-day.
SHANGHAI	BENGAL	Brit. str.	1 m.	J. Robinson	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	NINGPO	Brit. str.	1 m.	Pearson	BUTTERFIELD & SWIRE	On 29th inst., at Daylight.
NINGPO & SHANGHAI	SUNGKIANG	Brit. str.	1 m.	T. Brandt	JARDINE, MATHESON & CO.	On 27th inst., at Daylight.
AMOI, MANILA, CEBU & ILOILO	PURNEA	Jap. str.	1 m.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 4th Dec., at Daylight.
AMOI, STRAITS & RANGOON	M. SEURVE	Jap. str.	1 m.	C. Cornelissen	OSAKA SHOSHEN KAISHA	On 30th inst., at Daylight.
TAMU, VIA SWATOW & AMOI	PERHOOF	Jap. str.	1 m.	Koch	OSAKA SHOSHEN KAISHA	On 27th inst., at 9 A.M.
TAMU, VIA SWATOW & AMOI	PROVIDENCE	Jap. str.	1 m.	Sommerville	DOUGLAS LAFRAIK & CO.	On 29th inst.
SWATOW, AMOI & FOOCHOW	HAITAN	Brit. str.	1 m.	Pennfather	BUTTERFIELD & SWIRE	On 29th inst.
MANILA	TEAN	Brit. str.	1 m.	R. W. Almond	SHAWAN, TOMES & CO.	On 3rd Dec., at 10 A.M.
MANILA	TAMING	Brit. str.	1 m.	R. Rodger	SHAWAN, TOMES & CO.	On 10th Dec., at 10 A.M.
MANILA	RUBI	Brit. str.	1 m.	T. W. Garlick	DODWELL & CO., LD.	About 2nd Jan.
MANILA	ZAFIRO	Brit. str.	1 m.	Koops	JAVA-CHINA-JAPAN L.I.N.	About 30th inst.
MANILA	TREMONT	Brit. str.	1 m.	J. B. Ferguson	P. & O. S. N. Co.	About 29th inst.
BATAVIA, CHERIBON, SAMARANG, &c.	TJILATJAP	Brit. str.	1 m.	G. Payne	JARDINE, MATHESON & CO.	On 30th inst., at 3 P.M.
SINGAPORE & BOMBAY	HANCA	Brit. str.	1 m.			
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	1 m.			

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.  
Taking Cargo at through rates to ANTIWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the  
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS.	DESTINATIONS.	SAILING DATE.
SEGOWIA	HAYRE and HAMBURG	On 29th Nov. Freight.
Capt. Schoenfeldt	(Calling at Singapore, Penang and Colombo)	
SENEGAMBIA	HAYRE, BREMEN and HAMBURG.	On 19th Dec. Freight.
(ex NURNBERG)	(Calling at Singapore, Penang and Colombo)	
Capt. Jaburg	HAYRE and HAMBURG	On 27th Dec. Freight.
ARMENIA	(Calling at Singapore, Penang and Colombo)	
Capt. Forst	HAYRE and HAMBURG	On 11th Jan. Freight.
C. FRED. LAEISZ	(Calling at Singapore, Penang and Colombo)	
Capt. von Hoff		

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, QUEEN'S BUILDINGS.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	F. G. Parington	Saturday, December 17th
TREMONT	9,606	T. W. Garlick	January 10th
LYRA	4,417	G. V. Williams	February 9th
PLEIADES	3,753	F. G. Parington	March 4th

† Cargo only.  
FOR MANILA.  
The largest, steadiest, and most comfortable steamers for Manila.  
S.S. TREMONT ..... 9,606 tons. T. W. Garlick ..... About 2nd January.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
Cuisine. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.  
The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very  
superior accommodation for First and Second Class Passengers. The large size of these vessels  
ensures stowage at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo  
carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS.  
Hongkong, 24th October, 1904. [7]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light. Perfect  
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-  
date arrangements for comfort of Passengers.

## CHINA AND MANILA

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila.	Sat., 3rd Dec., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 10th Dec., 10 A.M.

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 25th November, 1904. [16]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; ALSO  
LONDON, NEW YORK, HOSIEN, BALTIMORE, NEW ORLEANS, GALVESTON  
AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACE  
IN RUSSIA  
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION  
STEAMERS.

STEAMERS.	SAILING DATES.
PREUSSEN	7th December
PRINZ EITEL FRIEDRICH	21st December
SEYDLITZ	4th January 1905
ROON	18th January
BAVERN	1st February
ZIEFEN	15th February
SACHSEN	1st March
PRINCESS ALICE	15th March
PRINZ REGENT LUITPOLD	29th March
PREUSSEN	12th April
PRINZ EITEL FRIEDRICH	26th April

ON WEDNESDAY, the 7th day of DECEMBER, 1904, at Noon, the Steamship  
"PREUSSEN," Captain R. Dahl, with MALES, PASSENGERS, SPECIE, and  
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till Noon on MONDAY, the 5th December. Cargo and  
Space will be received on Board until 5 P.M. on TUESDAY, the 6th December, and Parcels will  
be received at the Agency's Office until Noon on TUESDAY, the 6th December.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.  
Linen can be washed on board.

For further Particulars, apply to  
MELCHERS & CO., AGENTS.  
Hongkong, 24th November, 1904.

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.  
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
R.M.S. "EMPEROR OF JAPAN" ..... 6,000 Tons ..... WEDNESDAY, 14th Dec.  
R.M.S. "ATHENIAN" ..... 3,382 Tons ..... WEDNESDAY, 28th Dec.  
R.M.S. "EMPEROR OF CHINA" ..... 6,000 Tons ..... WEDNESDAY, 11th Jan.  
R.M.S. "TAITAT" ..... 4,425 Tons ..... WEDNESDAY, 25th Jan.  
R.M.S. "EMPEROR OF INDIA" ..... 6,000 Tons ..... WEDNESDAY, 28th Feb.  
Hongkong to London, 1st Class ..... via St. Lawrence 200 ..... via New York 262  
Intermediate on Steamers, ..... 240 ..... 242  
and 1st Class Rail, .....  
The magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS, passing through the  
famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to  
VANCOUVER (B.C.) in 12 days and make connection with the PACIFIC OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy,  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.  
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. W. CRADDOCK, Acting General Agent,  
9, Pedder Street

## SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.  
The following charter of steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTNEY"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "LEAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.
S.S. "SIKH"	Captain J. Rowley.
S.S. "SOFALA"	Captain G. A. Shepherd.
S.S. "INDRASHAMA"	Captain B. P. Craven.
S.S. "INDRAVELLI"	Captain H. G. Porter.

For Freight, apply to  
GIBB, LIVINGSTON & CO.,  
AGENTS.  
Hongkong, 19th November, 1904. [2630]

## VESSELS ON THE BERTH

BRITISH-INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.  
THE Company's Steamship

"PURNEA."  
Captain Pearson, will be despatched as above  
on TUESDAY, the 29th inst., at DAYLIGHT.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 21st November, 1904. [2724]

STEAMSHIP SERVICE TO NEW YORK,  
VIA PORTS AND SUEZ CANAL.

THE Steamship

"BREIS-IZEL"  
will be despatched as above on or about the 6th  
December, 1904.  
For Freight & further information, apply to  
STANDARD OIL COMPANY  
OF NEW YORK  
Oriental Freight Department.  
Hongkong, 4th November, 1904. [2603]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
M. DIETHELMAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PENANG, GULF, CONTINENTAL  
AMERICAN and SOUTH AMERICAN PORTS.  
THE Steamship

"SIMLA."  
Captain F. R. Summers, carrying His  
Majesty's Mails, will be despatched from this  
Port on SATURDAY, the 3rd December,  
at NOON, taking passengers and cargo for the  
above ports in connection with the Company's  
s.s. "China," 7912 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.  
Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement), will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London;  
other cargo for London, &c., will be conveyed  
from Bombay by the R.M.S. "Persia," due  
in London on the 15th January, 1905.  
Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 21st November, 1904. [1]

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.  
JAPAN—CHINA—AUSTRALIA.

FOR BRISBANE AND SYDNEY,  
VIA NEW GUINEA.

THE Steamship

"FRINZ SIGISMUND."  
Captain D. Lenz, will be ready to land for the  
above places on THURSDAY, the 8th Decem-  
ber.

NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,  
Agents.  
Hongkong, 23rd November, 1904. [2734]

AMERICAN ASIATIC STEAMSHIP  
COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

PROPOSED SAILINGS.

About  
S.S. "CLAVERDALE" ..... 30th Dec., 1904.  
S.S. "RAS ISSA" ..... 24th Jan., 1905.  
For freight and further info apply to  
SHEWAN, TOMES & CO.,  
General Agents.  
Hongkong, 8th November, 1904. [2634]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS,  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with Indo-  
China Steam Navigation Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars,  
apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th November, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."  
Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong, on  
Week Days, at 8 A.M.; and on Sundays,  
at 8.30 A.M. Departs from Macao on Week Days  
about 2.30 P.M. and on Sundays at 6.30 P.M.  
FARES—(week days) 1st Class (including cabin  
and servants), Single \$3, Return Ticket \$5.  
2nd Class \$1. 3rd Class 50 cents.  
Every Sunday will be on Excursion, at the  
following rates:  
1st and 2nd Class, Single Ticket \$1, Return  
\$2. 3rd Class, Single 30 cents, Return  
50 cents, Storage 10 cents.  
Tiffin and Dinner can



## OCEAN STEAM SHIP CO., LD. INDO-CHINA STEAM NAVIGATION CO., LIMITED.

## CHINA MUTUAL STEAM NAVIGATION CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"KEEMUN"	On 26th November.
GLASGOW and LIVERPOOL...	"MOYUNE"	On 9th December.
GLASGOW and LIVERPOOL...	"HECTOR"	On 14th December.
GLASGOW and LIVERPOOL...	"SOBRALENSE"	On 17th December.
GLASGOW and LIVERPOOL...	"HYSON"	On 20th December.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"TELMACHUS"	On 6th December.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 20th December.
GENOVA, MARSEILLES and LIVERPOOL	"DARDANUS"	On 20th December.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"KEEMUN"	On 30th November.

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 29th October, 1904.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	On 25th November.
NINGPO and SHANGHAI	"NINGPO"	On 25th November.
AMOI, MANILA, CEBU and ILOILO	"SUNGKIANG"	On 26th November.
MANILA	"TAMING"	On 29th November.
MANILA	"TEAN"	On 29th November.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th December.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 25th November, 1904.

## OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI, VIA SWATOW AND AMOI	"M. STRUVE"	SUNDAY, 27th Nov., at Daylight.
ANPING, VIA SWATOW AND AMOI	"PROVIDENCE"	WEDNESDAY, 30th Nov., at Daylight.
TAMSAI, VIA SWATOW AND AMOI	"C. CORNELIUSSEN"	SUNDAY, 4th Dec., at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.

Hongkong, 20th November, 1904.

T. ARIMA, Manager.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SINGAPORE and BOMBAY	"BANCA" J. B. Ferguson	About 29th November	Freight only.
YOKOHAMA, VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	"SOCOTRA" C. J. Benton, R.N.R.	About 1st December	Freight only.
SHANGHAI	"BENGAL" G. Phillips	About 2nd December	Freight and Passage.
LONDON, &c.	"SIMLA" F. R. Summers	Noon, 3rd December	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 25th November, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR  
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT DAYLIGHT ON
"ARAGONIA"	5,198	Schmidt	December 13th, 1904.
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Bremer	January 25th, 1905.
"ARABIA"			February 20th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th October, 1904.

## REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL

PROPOSED SAILINGS FROM HONGKONG, 1904.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT DAYLIGHT ON
"ST. HUGO"	5,198	Schmidt	December 13th, 1904.
"SHIMOSA"	4,370	Wagner	January 9th, 1905.

For Freight and further information, apply to DODWELL &amp; CO., LD., Agents.

Hongkong, 9th August, 1904.

## REGISTRATION

OF TRADE MARKS IN CHINA.

Copies of the EXPERIMENTAL REGULATIONS may be obtained at the Daily Press Office.

Price 25 cents each. Cash with order.

Hongkong, 6th October, 1904.

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOSANG"	Fri., 25th Nov., 3 P.M.
SHANGHAI VIA SWATOW	"KWONGSANG"	Sun., 27th Nov., 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Wed., 30th Nov., 3 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
\* Taking Cargo on Through Bills of Lading to Chiofo, Tientsin and Yangtze Ports.  
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.

Hongkong, 25th November, 1904.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)  
The Steamship"EASTERN,"  
Captain Ellis, will be despatched for the above ports on WEDNESDAY, the 14th December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.  
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 19th November, 1904.

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS IN THE UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto, by the steamers of the NIPPON PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.

For Further Particulars apply at the Company's Local Branch Office in Prince's Building, First Floor, Jester Road.

A. S. MIHARA,  
Manager.

Hongkong, 20th May, 1904.

## NOTICES TO CONSIGNEES.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—  
From London, &c., ex ss. Moldavia and Sardinia.  
From Persian Gulf, ex ss. B. I. S. N. and B. P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. To-day, the 20th inst.

Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 20th November, 1904.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Company's Steamship

## "NAMSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along side.

Cargo impeding the discharge or remaining on board after 4 P.M., of the 25th inst., will be landed at Consignee's risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 23rd November, 1904.

## NORDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "PRINZ EISEL FRIEDRICH."

## OF THE NORDEUTSCHER LLOYD.

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., To-day, the 23rd inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 29th inst., at 9.30 A.M.

All Claims must reach us before the 5th December, or they will not be recognised.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, 23rd November, 1904.

## NOTICES TO CONSIGNEES

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

## THE Company's Steamship

## "GISELA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo:—  
From Levant ex ss. Europa, transhipped at Port Said.  
From Venice ex ss. Venus, transhipped at Trieste.  
From Trieste ex ss. Imperatrix, transhipped at Bombay.  
From Zanzibar ex ss. Bohemia, transhipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 28th November, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th November, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 21st November, 1904.

## OCEAN STEAMSHIP COMPANY, LIMITED.

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## CONSIGNEES per Company's Steamer

## "NINGCHOW"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 21st instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 25th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 29th inst., or they will not be recognised.

No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 22nd November, 1904.

## NORDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "PRINZ SIGISMUND,"

## OF THE NORDEUTSCHER LLOYD.

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M., To-day, the 22nd inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 29th instant, at 10.30 A.M.

All Claims must reach us before the 5th December, or they will not be recognised.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, 22nd November, 1904.

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GRIMAULT'S  
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Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, Laryngitis, Colds, with Wheezing, Bronchitis, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

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## SHIPPING IN PORT.

## STEAMERS.

AGINCOURT, British str., 2,876, H. T. Worsnop,

Hainan Island 1st Oct.—Gilman &amp; Co.

AMERICA MARU, Jap. str., 3,437, Ernest Bont,

17th Nov.—San Francisco 19th Oct. and Shanghai 15th Nov., Mails and General—

Toyo Kisen Kaisha.

ANGEL, German str., 1,001, T. Schaefer, 21st

November.—Bangkok 10th November and Swatow 20th, Bico.—Butterfield &amp; Swire.

AVOCA, British transport, 3,410, A. J. Winde-

bank, 18 h Nov.—Colombo 6th November, Military Baggage.—Jardine, Matheson &amp; Co.

BARON ELDON, British str., 2,373, Ulstrom

4th Nov.—Moji 28th Oct., Coal.—Arnhold, Karberg &amp; Co.

BAWLEY, British str., 1,542, Shotton, 22nd

October.—Labuan (Borneo) 15th Oct., Coal.—Order.

BERZ HUEL, French str., 2,933, J. B. Andrian

19th Nov.—New York 26th Sept., Petroleum.—Standard Oil Co.

CARL DIEDERICHSEN, German str., 774, H.

Schlaikier, 22nd Nov.—Haiphong 20th Nov. and Hoihow 21st, General.—Jehsen &amp; Co.

CASIRO, Norwegian str., 774, Joh. Martin, 2nd

November.—Cardiff 10th Sept., Coal.—Order.

CHINA, American str., 3,186, D. F. Friele, 21st

November.—San Francisco 25th Oct. and Shanghai 19th Nov., Mails and General.—

P. M. S. S. Co.

EMPEROR OF JAPAN, British str., 3,039, Hy-

pybas, R.N.R., 22nd Nov.—Vancouver 31st

October and Shanghai 19th Nov., Mails and General.—C. P. R. Co.

GIANG BEE, British str., 1,198, Follett, 20th

November.—Samarang 8th Nov., Sugar and Cotton.—Chinese.

HANDI, French str., 739, P. Morlees, 12th Nov.

General.—A. R. Marty.

IRBAL, British str., 3,430, M. Robertson, 18th

November.—Darban 20th Oct., Ballast.—Gibb, Livingston &amp; Co.

KENNEDY, British str., 3,301, C. R. Baynon,

25th Nov.—Japan 26th Oct. and Kelung 21st Nov., General.—Standard Oil Co.

LISA, Swedish str., 998, H. Horn Dahl, 30th

October.—Moji 24th Oct., Coal.—M. B. Kaisha.

NAMSANG, British str., 2,591, G. Payne, 23rd

Nov.—Calcutta via Straits 6th November, General.—Jardine, Matheson &amp; Co.

M. STREVE, German str., 966, P. Brandt, 23rd

November.—Tamsui 20th Nov., Amoy 21st and Swatow 22nd, General.—Osaka Shosen Kaisha.

ORANGE, Norwegian str., 1,001, Dannevig, 22nd

Bangkok 8th Nov. and Anghin 12th, General.—Sander, Wiler &amp; Co.

PRONTO, Norwegian str., 937, T. Seeborg, 18th

November.—Canton 17th Nov., General.—East Asiatic Trading Co.

RAJABARI, German str., 1,189, D. Reimers,

19th Nov.—Bangkok 11th Nov., Rice.—Butterfield &amp; Swire.

SANDER, German str., 966, P. Brandt, 20th

November.—Bangkok 13th Nov., Rice.—Butterfield &amp; Swire.

SUNGKIANG, British str., 1,021, John Robinson,

22nd Nov.—Maui 19th Nov., General.—Butterfield &amp; Swire.

SUPPLY, U.S. transport, 4,323, G. L. Dyer,

R.N.R., 22nd Nov.—Shanghai 19th Nov.

TUNGCHOW, British str., 931, Purkis, 23rd Nov.

—Shanghai 20th Nov., Ballast.—Order.

YATSHING, British str., 1,423, Sellar, 23rd Nov.

—Krakasan (Java) 12th Nov., Sugar.—Jardine, Matheson &amp; Co.

## SAILING SHIPS.

EMPEREUR MERLE, French barque, 1,576,

Maret, 6



**HONGKONG, CANTON, MACAO &  
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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO. LD. AND THE CHINA NAVIGATION CO., LD

**HONGKONG-CANTON LINE:**  
 S.S. "HONAM," 2,363 tons, Captain R. D. Thomas.  
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 S.S. "HANKOW," 3,073 tons, Captain B. Branch.  
 S.S. "KINSHAW," 1,995 tons, Captain J. J. Lossius.  
 Departures from Hongkong to Canton, at 3.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday) excepted).  
 Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sunday excepted).  
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River and afford the most comfortable and Cabin Accommodation.

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S.S. "HEUNGSHAN," 1,998 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on weekdays at 2.30 p.m. Departures on Sundays at 12.30 p.m.

Departures from Macao to Hongkong daily at 8.30 a.m.

**CANTON-MACAO LINE.**

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.40 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

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S.S. "SAINAM," 538 tons, Captain J. Willox.  
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One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at 8.30 a.m., and the other leaves Wuchow for Canton on the same days at 5.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

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HONGKONG.

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